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U. S. S. CHARLES F. ADAMS (DDG-2)

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From: Commanding Officer, USS CHARLES F. ADAMS (DDG-2)
To: Office of Naval History (Ship's History Section)

Subj: Current ship's history; forwarding of

1. In compliance with COMDESLANTINST 5720.11 the enclosed current ship's history is tendered for your records.

David L. Martin

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By direction

USS CHARLES F. ADAMS (DDG-2)

The keel was laid for the first destroyer planned and built as a missile ship on 16 June 1958 at Bath Iron Works, Bath, Maine. With this beginning the USS CHARLES F. ADAMS (DDG-2), first in a new line of guided missile destroyers was born.

She is named for Charles Francis Adams, great grandson of John Quincy Adams, sixth president of the United States, and the great, great grandson of John Adams, second president of the United States. Charles F. Adams was noted for his untiring efforts to keep the Navy a power in international affairs while Secretary of the Navy in 1929-1933; in spite of an apathetic and economy minded public. He was noted for his yachting ability which was well demonstrated in his 1921 Americas Cup Victory.

On 8 September 1959 the CHARLES F. ADAMS was launched in the Kennebec River by her sponsor Mrs. Robert Homans, a sister of her namesake.

When fully equipped and manned she displaces 4500 tons. Her overall length is 437 feet and she has a beam of 47 feet.

She is manned by 21 officers and 316 enlisted men who have all been hand picked by the Navy.

The Commissioning Ceremony on 10 September 1960 at Boston Naval Shipyard, Charleston, Massachusetts, marked the initiation of service as an operating unit of the United States Navy. Admiral James S. Russell, Vice Chief of Naval Operations, was the principal speaker. At this time she became the responsibility of her Commanding Officer, Commander William R. Munroe, Jr., USN.

Following commissioning, the CHARLES F. ADAMS conducted intensive "technical evaluations" designed to test the performance of individual equipments. Particular stress was placed on the TARTAR Weapon System and its associated equipments, since TARTAR was specifically designed for Destroyers.

Also tested was the AJC anti-submarine system and its associated sonar fire-control equipment. During this period final acceptance by the Navy was conducted. In addition a period was set aside for shake down training. This welded the crew and the ship into one fighting machine, trained to react properly to various situations of attack or defense.

With shakedown training completed, the CHARLES F. ADAMS progressed to her most rugged phase of testing, Operations Evaluation. This phase evaluated the ships capability to fight under wartime conditions and for extended periods of time.

On 30 June 1961 the CHARLES F. ADAMS was assigned Charleston, South Carolina as a home port. She steamed up the Cooper River for the first time on 28 July 1961 and commenced operations as a part of Destroyer Squadron SIX.

On 13 November 1961 she left Charleston to participate in a Northern Europe Cruise prior to joining her squadron in the Mediterranean. Ports of call on this cruise included, Brest, France; Goteborg, Sweden; Aarhus, Denmark; Kiel, Germany; Rotterdam, Netherlands; Portsmouth, England and Lisbon, Portugal.

Prior to her departure for the States, the ship operated with the SIXTH Fleet where valuable AAW experience was gained.

March roared in like a lion and the Adams soared into her home port on 3 March 1962, where she remained several weeks until the first week of April. 9 April saw the Adams underway to rendezvous with other units at Norfolk to prepare for the Presidential review held 14 April 1962.

The remainder of April and the first weeks of May were taken up with participation in a Phiblex, missile firings in the Roosevelt Roads area and type training. 6 May the Adams returned to Charleston to commence her interim yard period and remained in that status until the first of July.

July and August were months that provided a few weeks of type training and independent ship exercises. September was a full month for the ship in

that after departing for Guantanamo Bay, Cuba where she went through drills and observations of performance by the Fleet Training Group at Gitmo, the Adams also prepared for participation in Project Mercury.

Cdr. Schirra's six orbital flight came on 3 Oct 1962 and after the successful flight, the Adams proceeded to Norfolk, Virginia to commence her duties as surface-to-air missile school ship. This was a first, both for the Adams and the Navy.

It was while completing her duties as a S-A-M school ship, that the Cuban crisis broke out and on 24 Oct 1962 the Adams took her place in the Caribbean as one of many Atlantic and Pacific Fleet ships involved in the blockade. The ship returned to her homeport on 2 Dec. 1962 after the Cuban Quarantine was lifted and remained there until the new year. On the week of 21 Jan. she served in the capacity of flagship for the last time by carrying ComDesRon 6, Capt. W.R. Cafferata aboard during a week of type training.

With the new year, DesRon Six would be taking on a new look with more missile ships and a new flagship, USS MacDONOUGH (DLG-8).

February featured Adams participation in two weeks of plane guard duty for the USS SARATOGA (CVA-60) in the Jax Op Area and then to Key West to participate in a demonstration for the National Scientists and Industrialists Association (N.S.I.A.) and some ASW work.

Upon completion of her duties, Adams returned to Charleston for the remainder of March for tender availability in preparation to her yard period which started in early April.